

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4818

光緒三十一年三月初六號

MONDAY, APRIL 10, 1905.

一月

四月十號

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000

CAPITAL PAID UP 18,000,000

CAPITAL UNCALLED 6,000,000

RESERVE FUND 9,720,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO, LONDON, NEW YORK, NAGASAKI, NEW YORK, LYONS, HONOLULU, SAN FRANCISCO, SHANGHAI, BOMBAY, NEWCHWANG, TIENTSIN, LIAOYANG, PEKING, DALINY.

LONDON BANKERS: THE LONDON JOINT STOCK BANK, LTD. PARR'S BANK, LTD. THE UNION OF LONDON AND SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED: On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

6 4

3 3

TAKEO TAKAMICHI,

Manager.

Hongkong, 29th March, 1905. [21]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND \$10,000,000

Sterling Reserve \$10,000,000

Silver Reserve \$3,000,000

RESERVE LIABILITY OF PROP. TORS \$10,000,000

COUNT OF DIRECTORS:

H. E. TOMKINS, Esq., Chairman.

H. A. W. SLADE, Esq., Deputy Chairman.

E. Goett, Esq.

H. E. SLADE, Esq.

H. W. J. Gresson.

E. H. Shewell, Esq.

A. Haupt, Esq.

H. R. Shewell, Esq.

G. H. Medhurst, Esq.

N. A. Siebs, Esq.

A. J. Raymond, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH

MANAGER:

Shanghai—H. E. R. HUNTER

LONDON BANKERS—LONDON, AND NEW YORK

BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 per cent. per Annum

For 6 months, 3 per cent. per Annum

For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 27th March, 1905. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION (Ruler of India) obtained on application.

INTEREST on deposits is allowed at 3 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

J. R. M. SMITH,

Chief Manager.

Hongkong, 1st May, 1902. [23]

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL Sh. Taels 7,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: BERLIN, CALCUTTA, HANKOW, TIENTSIN, TSINGTAU, TSMANFU.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITH'S BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted

M. HOMANN,

Manager.

Hongkong, 1st April, 1905. [24]

INSURANCE.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

THE Undersigned AGENTS of the above Company are prepared to accept First

CLASS FOREIGN and CHINESE RISKS at

CURRENT RATES.

SIEMSEN & Co.,

Hongkong, 28th May, 1905. [25]

JAPAN



COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIMB STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES: New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimoneseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Talpeh, Tokio.

Telegraphic Address: "MITSUI" (A.B.C. and A.1. Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and

SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Manoura,

Oncoura, Otsuji, Sasahara, Tsubakuri, Yoshinotani, Yoshi, Yukonobara and other Coals.

S. MINAMI, Manager, Hongkong.

[26]

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MONDAY, APRIL 10, 1905.

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\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS. TO SAIL ON REMARKS.

LONDON and ANTWERP via SINGAPORE, PENANG, MANILA, H. G. H. Lewellen, R.N.R. About 10th Freight and Passage.

LONDON and ANTWERP via SINGAPORE, PENANG, MANILA, H. G. H. Lewellen, R.N.R. About 15th Freight only.

SHANGHAI, CHUSAN, C. R. Longden, R.N.R. About 21st Freight and Passage.

LONDON, &c., SIMLA, F. R. Summers. April 22nd. See Special Advertisement.

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent. Hongkong, 8th April, 1905. [27]

Intimations.

The King

among scientifically condensed foods is Bovril. In the smallest possible bulk Bovril has every virtue a true food should possess—it is nourishing and strengthening—it is a stimulant and a warmth-giver; and, besides being very appetising, is thoroughly digestible. Bovril is a great help to the cook, too.



YEBISU BEER.

Per Case of 8 Dozen Pints \$15.50.

Sole Agents,

H. PRICE & CO.,
12, QUEEN'S ROAD.

Hongkong, 14th March, 1905. [36]

JOHN DEWAR SONS & CO., PERTH

WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00 12/1

KRUSE & CO.
SOLE AGENTS.

CONNAUGHT HOUSE,

Hongkong, 1st July, 1904. [39]

This space is reserved for

LONG, HING & CO.,

PHOTO GOODS DEALERS,

176, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [45]

ACHEE & CO.,

祥利廣

ESTABLISHED 1859.

FURNITURE

COMPLETE STOCK OF

HOUSEHOLD REQUISITES, &c., &c.

TELEPHONE 256.

Hongkong, 30th March, 1905. [41]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Acting Manager. [26]

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

W. M. FARMER, Proprietor.

Hongkong, 1st February, 1905. [42]

OUR PROPELLERS

Are fitted to the Principal Racing Launches in Europe.

Designed and Finished for Highest Efficiency.

Agencies:—GENERAL ELECTRIC CO.

W. H. ALLEN & SON'S, ENGINEERS, BEDFORD.

H. W. JOHN'S CANADIAN ASBESTOS GOODS.

Cable Address: "MARINEWORK," Hongkong.

Telephone No. 358.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons.	Captain H. D. Jones.
" " "POWAN,"	2,138 "	R. D. Thomas.
" " "PATSHAN,"	2,200 "	W. A. Valentine.
" " "HANKOW,"	3,073 "	C. V. Lloyd.
" " "KINSHAN,"	1,995 "	J. J. Losius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons.	Captain W. E. Clarke.
Departures from Hongkong to Macao on week days about a P.M. (See special Summer Time-table). Departures on Sundays at Noon.		
Departures from Macao to Hongkong daily at 8 A.M.		

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons.	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.		

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.	
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.	

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons.	Captain J. Wilcox.
" " "NANNING,"	569 "	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-Tu, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00. Canton to Tak-Hing, Single \$12.50, Return \$21.00. Canton to Samshui, Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LIN TAN,"	Capt. B. Branch.	S.S. "SANUI,"	Capt. H. Black.
Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Shiu-Hing, Shiu-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.			

FARES:—Hongkong to Wuchow, Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING,"	Capt. R. Birss.	S.S. "HONGKONG,"	Capt. Maxfield
Departures from Hongkong daily (Saturday excepted) at 7 P.M. calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).			

FARES:—Hongkong to Kong Moon, Single \$6.00. Hongkong to Kumchuk, Single \$7.00. The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWINE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st March, 1905.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE EAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KORE, YOKOHAMA & VICTORIA, B.C., SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF INDIA,"	6,000 Tons.	WEDNESDAY, 19th April.
" " "TARTAR,"	4,435 "	WEDNESDAY, 26th April.
" " "EMPEROR OF JAPAN,"	6,000 "	TUESDAY, 10th May.
" " "ATHENIAN,"	3,440 "	WEDNESDAY, 24th May.
" " "EMPEROR OF CHINA,"	6,000 "	WEDNESDAY, 31st May.
" " "EMPEROR OF INDIA,"	6,000 "	WEDNESDAY, 21st June.

Hongkong to London, 1st Class, £60. 1/2 St. Lawrence £60. 1/2 New York £62.

Hongkong to London, Intermediate on Steamer, and 1st Class Rail £42.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Government.

For further information, Maps, Tables, Hail Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,

Hongkong, 29th March, 1905.

HAMBURG-AMERIKA LINIE.

OSTASIASTISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SILESIA	HAVRE, BREMEN and HAMBURG.	20th April.
Bahle	(Calling at S'PORE, PENANG & COLOMBO.)	Freight and Passengers.
SERBIA	HAVRE and HAMBURG.	1st May.
Jacob	(Calling at S'PORE, PENANG & COLOMBO.)	Freight.
SLAVONIA	HAVRE and HAMBURG.	2nd May.
Madsen	(Calling at S'PORE, PENANG & COLOMBO.)	Freight and Passengers.
SEGOVIA	HAVRE and HAMBURG.	10th May.
Schoenfeld	(Calling at S'PORE, PENANG & COLOMBO.)	Freight.
SFNEGAMBIA	HAVRE and HAMBURG.	20th May.
Jaburg	(Calling at S'PORE, PENANG & COLOMBO.)	Freight.
C. FERD. LAEISZ	HAVRE and HAMBURG.	13th June.
von Hoff	(Calling at S'PORE, PENANG & COLOMBO.)	Freight.
BRISGAVIA	HAVRE and HAMBURG.	27th June.
Schmidt	(Calling at S'PORE, PENANG & COLOMBO.)	Freight.
NUBIA	NEW YORK VIA SUEZ.	25th May.
Habel	with liberty to call at the Malabar coast.	Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 10th April, 1905.

D. NOMA, TATTOOER,
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

(ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers

and Luggage.

M.B.—Cargo can be taken on through Bills of Lading for the Principals, Places & Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

SAILING DATES.

PRINZ HEINRICH, WEDNESDAY, 13th April.

PRINZ EITEL FRIEDRICH, WEDNESDAY, 20th April.

PREUSSEN, WEDNESDAY, 27th April.

ROON, WEDNESDAY, 3rd May.

BAUERN, WEDNESDAY, 10th May.

ZIETEN, WEDNESDAY, 17th May.

GNEISENAU, WEDNESDAY, 24th May.

SACHSEN, WEDNESDAY, 31st May.

SCHARNHORST, WEDNESDAY, 7th June.

PRINZ HEINRICH, WEDNESDAY, 14th June.

PRINZ EITEL FRIEDRICH, WEDNESDAY, 21st June.

ON WEDNESDAY, the 13th day of April, 1905, at Noon, the Steamship "PRINZ HEINRICH," of the NORDDEUTSCHER LLOYD, Captain P. Grosch, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted at Noon, on MONDAY, the 10th April, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 11th April, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 11th April.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Lines can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE,

VIA NEW GUINEA.

Intimation.

WM. POWELL,
LIMITED.

**LADIES' - -
DEPARTMENT,
"ALEXANDRA
BUILDINGS,"**
Des Vœux Road.

**DRESS-
MAKING!
DRESS-
MAKING!
DRESS-
MAKING!**

All orders turned out in
First-class Style.

The latest Fashions from
the three Cities of the
world: London, Paris,
and New York, arrive
weekly.

Cut and Fit Guaranteed.

**NEW GOODS
NOW ON SHOW.**

**PRETTY
BLOUSES.
FASHIONABLE
RAINCOATS.
DAINTY
RIBBONS.
CHIFFONS
AND LACES.**

A Splendid Stock of

**LOVELY
MUSLINS**

at very reasonable prices,
and a large range of
every known wash-
ing fabric for summer
dresses.

INSPECTION INVITED.

Wm. POWELL, Ltd.
HONG KONG.

Hongkong, 1st April, 1905.

Intimation.

JUST LANDED.

NO Toilet Requisites are complete without
these Soaps:-
**PLANTOL FLORAL AND NATURAL
BOUQUET SOAPS.**

Guaranteed made from Fruits and Flowers
and to contain no animal fat. They are sooth-
ing and refreshing to the delicate skins.

ALSO

**CARNAVAL (A LA ROSE) AND
STARLIGHT SOAPS,**
pure, economical, agreeable, and highly per-
fumed and a perfect toilet and nursery Soap.

NOW ON SHOW.

H. RUTTONJEE,
6, D'Aguilar Street, Hongkong.
37 & 38, Elgin Street, Kowloon.
Hongkong, 8th April, 1905.

ATHLETIC SPORTS.

Following are the brief results of the sports
in connection with the Victoria Recreation
Club, received after we had gone to press on
Saturday:-

BICYCLE RACE. One Mile (handicap). First
prize presented by Mr. A. Chapman; second
prize presented.

T. H. Greenwood R. N. (50 yards) 1
J. A. S. Alves (40 yards) 2
Times, 2 min. 47 1/5 sec.

100 YARDS FLAT RACE. (Challenge Cup).
Presented by Dr. F. H. Kew. To be won
three years before becoming the property of
a competitor. First prize presented by the
China Sugar Refinery Club; second prize
presented.

J. Witchell 1
H. Hancock 2
R. F. C. Master 3
Times 11 sec.

TUG-OF-WAR. (Open to non-commissioned
officers and men of army and police). Each
Regiment or Corps may enter one team
only, 8 men a side. To be pulled over 15
feet. Head of three pulls. No spikes or
nails allowed. No sitting down. No holes
to be dug in the ground before pulling.
Prize presented.

In the final, the 88th Co. R.G.A. beat H.M.S.
Centurion in the final.

120 YARDS HURDLE RACE. (10 flights).
Previous winners at Hongkong or elsewhere
to be penalised 2 1/2 yards. First prize pre-
sented by Mr. Geo. Murray Bain; second
prize presented.

J. Hancock (penalised 2 1/2 yards) 1
C. Murphy, R. N. (scratch) 2
B. L. Rogers, R. N. (scratch) 3
Times 19 1/5 sec.

HALF-MILE FLAT RACE. Open to soldiers,
sailors and police. First, second and third
prizes presented. (post entries).

Bomb. Heard (83rd Co. R.G.A.) 1
Gunner Wood (R.G.A.) 2
Gunner Will's (R.G.A.) 3
Times 2 min. 20 sec.

220 YARDS FLAT RACE. (handicap). First
prize presented by H. E. Sir Matthew Nathan,
K.C.M.G.; second prize presented by Mr. W.
Armstrong.

R. W. Pearson (7 yards) 1
H. S. M. Harrison, R.N. (3 yards) 2
Time 24 sec.

ONE MILE FLAT RACE (handicap). First
prize presented by H. R. Major-General Sir
Villiers Hutton, C.B.; second prize presented.

E. C. Ward, R.N. (scratch) 1
J. A. F. Boucher, R.N. (80 yards) 2
K. Humphries (45 yards) 3
Time, 4 min. 44 sec.

BICYCLE RACE. Three Miles (Handicap).
First prize presented by Hon. Sir C. P.
Chair, C.M.G.; Second prize presented by
Messrs. G. Falconer & Co. Result:-

T. H. Greenwood, R.N. (200 yards) 1
J. A. S. Alves (250 yards) 2
J. Forbes (scratch) 3

Time, 8 min. 40 1/5 sec.

440 YARDS FLAT RACE. (Challenge Cup).
Presented by Mr. H. N. Mody; to be won
two years in succession before becoming the
property of a competitor. First and second
prizes presented. Result:-

J. J. Watson 1
J. Witchell 2
Time, 56 1/5 sec.

GIRLS' RACE, 100 YARDS. (Handicap). Post
entries. Open to girls between the ages of
5 and 12. First and second prizes presented
by Mr. G. P. Lammett. Result:-

Jessie Rodger 1
Peggy Gordon 2

OBSTACLE RACE. First prize presented by
Mr. E. W. Mitchell; second prize presented.

J. J. Watson 1
T. J. Hallett, R.N. 2

Boys' RACE, 100 YARDS. (Handicap). Post
entries. For boys under 10 years of age.
First and second prizes presented:-

Alminda e Castro 1
F. Lammett 2

CONSOLIDATION RACE. (100 yards). Open to
all competition except those in open events.
Prizes presented by Mr. W. A. Crake.

Result:-

A. S. Kempthorne 1
H. L. Garrett 2

Time, 13 1/2 sec.

COMMERCIAL.

FRIGHT.

In Messrs. Lamke and Rogge's circular of
Birrinst., they write:- Last circular bore date
the 25th ultimo, and, in the interval, a fair
amount of business has come to pass as per
list overleaf.

Ane't shipping prospects for the year, it
may not be out of place to say-since a local
paper recently in a lengthy paragraph entertained
extremely pessimistic views on the sub-
ject-that, at this time of the year, it is
absolutely impossible to form such a definite
opinion on the future.

Both Southern and Northern seasons have,
as it were, only just opened and as matters
stand just now, the future position of the
freight market in a great measure depends
upon further developments, as far as tonnages
are concerned. But even, should peace be
decided at an earlier date than generally
anticipated, it is not likely that, at least for a
long time to come, it will mean a severe blow
to shipping, as a great deal of tonnage will be
required before things are set straight again.

As a matter of fact, most of the big Japanese
shipping concerns are still going on chartering,
both here and in the North at fair rates
and not for short periods only. The six
steamers chartered on "time" basis, and em-
bodied in to-day's list, are exclusively for
Japanese account, and it is quite on the cards
that more tonnage will be wanted ere long.

As to chartering triplex, business in most
directions, it is true, has been without much
animation, but as already mentioned, the
season has not sufficiently advanced to allow
of any safe prediction.

Saigon to Hongkong, there has been next
to nothing doing in consequence of the tem-
porary dullness of the local rice market, but a
change for the better can only be a question
of time and is pretty sure to come.

The rate stands at 13 cents per picul, but
that figure will not fetch any steamers except
such as wish to work their way to this port.

On the other hand, a very strong demand
has been prevailing from Saigon to Philippine
ports and, in addition to several others, a
couple of large carriers (Indo-China boats
of some 65,000 and 60,000 piculs respectively)
have been fixed at 30 cents for one port only,
which may be called record fixtures, as such
quantities have hardly ever been shipped
before in one bottom. A new duty of, we
believe, 32 cents per picul will be raised in the
Philippines some time in May which, to some
extent, may account for rice being rushed in.

Saigon to Java, there have been inquiries at
30 cents per picul or slightly better, but no
fresh business has transpired.

Saigon-Kobe, a charter is reported at 28
cents per picul; more tonnage is likely to be
wanted before long and unless very big
steamers should "chip in," an improvement in
rates may be looked for.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Uni-
versal Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.

The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Saigon, 22nd September, 1905.

ATHLETIC SPORTS.

Bangkok to this, nothing doing as yet for
"outsiders" though berth rates are said to be
a little better.

From Jay port to this, we quote 30 cents
per picul for wet sugar, but loading not before
May which so far has proved a stumbling
block to further business.

The ports of Newchwang and Tientsin have
opened since, but, though fair rates have been
paid for steamer loading up, return freights
leave, so far, much to be desired and cannot
be quoted better than 23 cents per picul, on
basis Newchwang-Swatoon.

A large amount of product is being shipped to Japanese ports, but
the first pressing demand being filled, prices
may become cheaper, rendering business more
feasible for Southern ports. Recent advices
from Shanghai are anyhow holding out for
better rates in the near future.

Coral freights from Japan ports have ruled
slightly firmer with more demand for tonnage
and \$1.50 per ton may be called the closing
quotation from Moji to this. Coal is, how-
ever, scarce in Japan, occasioned by trans-
portation difficulties, and an increased demand
for bunkers and local consumption.

There have been a good many orders in the
market for miscellaneous business, but there is
little unemployed tonnage and such vessels as
are offering are of an unsuitable size and mostly
unsuited for coasting requirements.

Sail-Tonnage Loading or to load.-For
Baltimore and New York, American ship
A. G. Ross, arrived 16th March.

Discharged-American ship *S. P. Hitch-
cock*, 2006 tons.

Departures-American ship *Manual*,
27th March for Baltimore. British ship
King George 6th April for Newcastle.

FOOD WAS KILLING ME.

**SERIOUS CASE OF MALNUTRITION CURED BY
DR. WILLIAMS' PINK PILLS.**

The good we derive from food is not measur-
ed by the amount we eat, but by our power to
digest it.

If the stomach is feeble it will complain by
violent pains, and if these warnings are
neglected complications will ensue, or the
patient must starve, for food becomes poison.

This explains the words of Mrs. Evans, of
Pontardawe, Wales: "Food was killing me."

"I suffered for twelve months," said Mrs.
Evans, when seen at her home in Brecon Road,
Pontardawe, by a *Swansea Daily Post* reporter,
"and I think that an attack of influenza
must have brought it on. After meals fits of
giddiness would seize me, with acute pain in
the stomach. When I drew my breath I could
feel a sharp pain like a knife cutting into my
back; if I stooped everything in the room
seemed to go round."

"After taking food I was in agony; it seemed
as if food was killing me instead of keeping
me alive."

One COTTAGE PIANO, by Chappell &
Co., London, (in Good Order and Condition).
Catalogues will be issued.

TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 7th April, 1905.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions
from FUNG WA CHUEN, Esq., to sell by
PUBLIC AUCTION,

ON

WEDNESDAY AND THURSDAY,
the 12th and 13th April, 1905, commencing
each day at 2 P.M., within his residence,

"Bunside," Robinson Road,

THE RESIDUE OF HIS
VALUABLE

HOUSEHOLD FURNITURE
THEREIN CONTAINED,

Comprising:-

SILK-COVERED SADDLE BACK
DRAWING ROOM SUITE (American make),
MOROCCO-COVERED DINING ROOM
SUITE, TEAKWOOD EXTENSION DIN-
ING TABLE, IMPERIAL DINNER SER-
VICE, SILVER WARE, CANTON-CARVED
BLACKWOOD DOUBLE BEDSTEAD,
FLOWER and CURIO STANDS, SIDE
TABLES, SOFAS, CHAIRS, JADESTONE
PLATES and ORNAMENTS, OLD PEKIN
CLOISONNE WARE, DOUBLE BRASS
BEDSTEAD, MARBLE-TOP WASH-
STANDS, &c., &c., &c.;

ALSO

A Large Assortment of Valuable
CHINA WARE.

Particulars as per Catalogues, which will be
issued on Monday, the 10th instant.

On view on Tuesday, the 11th instant.

TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 7th April, 1905.

PUBLIC AUCTION.

THE Undersigned have received instructions
from NEWMAN MUMFORD, Esq., to sell by
PUBLIC AUCTION,

ON

FRIDAY,

Intimations.

A. S. WATSON & CO.,
LIMITED.ESTABLISHED A. D.
1841.WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

WATSON'S
CELEBRATEDE
BLENDA WHISKY
OF
GREAT AGE
MATURE,
MELLOW
AND
FINE FLAVOUR.A Blend of the Finest Pure Malt
Whiskies Distilled in Scotland.

ALEXANDRA BUILDINGS.

A. S. WATSON & Co.,
LIMITED,

Hongkong, 1st April, 1905.

132

Gregory's
WINE
AND
SPIRIT MERCHANTS,
HONGKONG,
34, QUEEN'S ROAD CENTRAL,
FIRST FLOOR,
(W.M. POWELL & Co.'s old premises)Specially
Recommended :

Per case, quarts.

Chateau La Tour Marceau \$9.00

(a fine full-flavoured claret).

Chateau Haut Vigneau 18.00

(a splendid after dinner wine).

Chateau La Tour de l'Isle 18.00

(a white wine of exceptional bouquet).

N.B.—All our Wines and Spirits are bottled at
home, thereby ensuring to our Customers
all the advantages accruing from bottling
done at home under the direct supervision
of the Growers and Distillers as compared
to bottling done in China by Chinamen
at the service of European Firms.

Hongkong, 31st December, 1904.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.
WEEKLY—\$18 per annum.

The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies. Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On 3rd April, at 34, Range Road, Shanghai, the wife of WILLIAM YOUNG, of a son.

DEATH.

On 4th April, at 186, Chao-pao Road, Shanghai, SHEIK RAMJAHN HOOSSEN, aged 24; deeply regretted.

The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies. Daily, ten cents; Weekly, twenty-five cents.

LOCAL AND GENERAL.

H.M.'s surveying vessel *Rambler* left for Singapore this morning.

BISHOP Favier, of the Lazarist's Mission, Peking, died on 3rd inst.

MR. RUGSDALE, American Consul-General at Tientsin, has been transferred to Dawson City, Yukon Territory, on promotion.

SEVEN cases of small-pox were notified as having occurred in the Colony last week. Five of these were Chinese, one European and one Indian.

THE total population of China is estimated at 432,000,000. Shanghai is given at 654,000, Szechow 500,000, Hankow 870,000, and Tientsin 750,000.

IGNOR Marconi states that he is confident that before long he will be able to transmit messages to the Antipodes more economically than by cable.

OWING to the presence of rinderpest in the Philippines, the desirability of the Commonwealth dealing with the quarantining of stock is being emphasised.

MR. J. C. Aikman, M.L.C., who purchased the wrecked steamer *Australia*, has abandoned his efforts to float the ship. Out of the content, however, he netted £8,000.

GENERAL FOCK, who is now a prisoner at Nao-yon, has no faith in General Linevitch being able to save the Russians from disaster, where General Kuropatkin failed.

At a meeting of the directors of Messrs. Hall & Holt, Ltd., on Wednesday last it was decided to re-invest the payment of a final dividend of \$1.50 per share, making 12½ per cent. for the year.

We learn that Mr. Tully, of Messrs. E. C. Wilks and Co., was so successful in floating the ill-fated s.s. *Streetsbury*, is laid up suffering from injury to his knees, as the result of a fall. Mr. Tully was stepping out of a tram when he slipped on the narrow foot-board, and landed on his knees.

THE clause in the new mining regulations prohibiting foreign participation in mining interests in China, is still being discussed in Peking, and the Chinese Government have not yet complied with the demand of the Foreign Ministers for it to be struck out as it violates the protocol and the commercial treaties.—P. & T. Times.

A FRENCH sailor from the *Resolut* was charged by a ricksha coolie with refusing to pay his fare after driving around the town. Defendant said he started out with \$10, and had a few drinks, and when he returned to the Sailor's Home he found he had no money left. The case was remanded by Mr. Kemp till to-morrow.

THE officers of the armed cruiser *Rion*, formerly the Volunteer steamer *Smolensk*, held a special banquet to celebrate the news of the fall of Port Arthur, which only one officer declined to attend. They were not, however, rejoicing over a Russian reverse, but they thought it would lead to peace and enable them to get back to their homes.

THE following is the return of visitors to the City Hall Library and Museum for the week ending the 9th April, 1905.

Non-Chinese 294 74
Chinese 129 1,873
Total 423 2,147

THE *Eastern Times* gives currency once more to the discredited old fiction that the Peking authorities are contemplating the introduction of constitutional government into China. The *China Gazette* says, the story, which comes from Tokyo, is only a revival of the fable that was current when Kang Yu-wei was at the height of his notoriety, and is about as choice a piece of nonsense as a credulous public was ever asked to swallow.

COMMISSIONER F. A. Carl, returning from St. Louis Exposition, was expected to arrive in Shanghai by the N.-D. L. S. *Prins Heinrich*. Mr. Carl is well known in Hongkong by reason of his long connection with Lappi, where he was engaged in the service of the I. M. Cuia, tons.

MR. N. de G. Davies, who is conducting explorations in Egypt, reports having discovered between the sepulchres of Rameses IV. and Ames XII. the tomb of Yua and Tua, parents of Queen Teje. The sepulchres had not been disturbed since the time of the eighteenth dynasty (about 1300 B.C.), and were still filled with Royal treasures. The discovery is the most important ever made in Egypt.

ON the occasion of the departure of Acting Judge Wilkinson from the bench of the British Court in Bangkok, a tribute was paid to the local press for their reports of the law trials. Mr. Naylor, of counsel, remarked that local reports of cases certainly would not bear comparison with the "Times Law Reports," but they were infinitely better than the reports appearing in the Singapore papers. It was only when compared with Hongkong and Shanghai, where the reporting was very excellent indeed, that Bangkok fell all short.

VICEROY Chou Fu of Liangjiang recently appointed Admiral Yeh of the Nanyang and Pei-ying Navies to inspect with the assistance of Mr. Basse, a German civil engineer, the site for the dockyard, of the Shanghai Arsenal, and to adopt such measures as are deemed necessary for the purpose, as already reported. It is now learned that Mr. Basse has returned to Nanking, giving a full report of the dockyard schemes, to the Viceroy. Mr. Basse has been ordered to carry out the schemes with power to employ engineers.—*Sinwanpao*.

A VERY enjoyable social evening was spent at the Y.M.C.A. on Saturday, on the occasion of a farewell reception by the Chinese department to the general secretary, Rev. W. J. Southam and Mrs. Southam, who are leaving for England by the next German mail. After a musical programme had been gone through a large number of members and friends sat down to a banquet, and following the removal of the cloth, the President of the Department addressed the assembly eulogising the work of Mr. Southam and wishing him and his wife a pleasant holiday. Others having spoken and Mr. Southam replied, two Chinese silk scrolls were presented on behalf of the native department and the beautiful gift having been suitably acknowledged the proceedings terminated.

A COMMUNICATION has been received by the Minister for Mines and Agriculture from Mr. J. B. Suttor, Commercial Agent in the East, wherein he refers to an inquiry he heard of for a large quantity of lead, and only 14 days given for the supply. It appears a certain firm had a large consignment on hand, with the result that they obtained the contract under most favourable terms. Mr. Suttor says there are similar and numerous instances, for it is a characteristic in the Orient not to anticipate requirements for any length of time ahead, hence urgent deliveries asked for when required. Mr. Suttor also again refers to the advisability of a certain portion of the copper output being reserved for the East instead of forcing imports via London and other places.

MR. W. H. Trenchard Davis, hon. secretary of the Hongkong Volunteer Reserve Association, informs us that fifty members entered for the April Competition, under scaled handicap, on Saturday at the King's Park range, and some good scores were recorded. No scores will be published until next month, members having the option of shooting again for the same trophy at 200 yards on Saturday, the 22nd inst. It has been found necessary to amend the original programme as follows:—Saturday, 22nd inst., 200 yds. Monday, 24th inst., 500 yds. and Saturday, 29th inst., 500 yds. The firing points have been repaired and lengthened, and many other improvements effected at the range. Arrangements are now being made to erect shelter sheds at the various firing points.

A NEW ISLAND IN LOOCHOO
ARCHIPELAGO.

REMARKABLE VOLCANIC DISTURBANCES.

We learn from the *Japan Mail* that a new island has made its appearance in the Loochoo Archipelago. It is said to be 2,000 feet long by 1,800 feet wide, and to be surrounded by a sandy shore. Near the north coast is a lake. The island emerged from the sea on the 4th of December, but the fact was not announced to the local officials until the 8th of March. Its position is 3 nautical miles south of Iwojima. From the 14th November frequent intervals sounds were heard from the sea; sounds as of heavy explosions, and on the 28th heavy smoke was observed. The inhabitants of Iwojima imagined that a steamer was passing, but as the volume of smoke grew denser and continued to emanate from one place, they suspected the truth. This went on until the 4th of December, and on the appearance as of a small island was observed amid the smoke, which thenceforth grew lighter, so the 6th, the island stood plainly revealed. In January the people launched a boat, and on the 30th of that month they landed on the north shore of the new island. They ascended the highest point, 480 feet above the sea, and there raised a post declaring the island to be the property of Japan, and saying that it had been first observed by the inhabitants of Iwojima on the 18th of December. The face of the island is covered with volcanic tufts and the water of the lake is boiling.

THE following telegraphic information, dated the 2nd inst., has been received from the Sumatra Director and Manager of the *Matschappi tot. Min-Bosch-en-Landbouwexploita* in Langkat, Ed.—

BANK BURGLARY IN
HONGKONG.

NEARLY A QUARTER OF A MILLION STOLEN.

An exceptionally daring burglary, carried through with great dash and audacity, was committed at the premises of Sui Hing, banker, 100 Wing Lok Street, in the early hours of Sunday morning, and money and securities aggregating \$26,000 were appropriated. No clue to the perpetrators of the burglary has been found, and the proprietor of the establishment can offer no suggestion as to any suspect.

When the premises were locked up on Saturday evening, the money, promissory notes, scrip, and shares belonging to the firm were placed in the safe—one of the old-fashioned iron box affairs. The safe stands in the ground floor of the business, and is xtd to the room in which it was, it is stated, three servants sleep. About 3 o'clock on Sunday morning one of the partners awoke with the uneasy feeling that there was some stranger in the house. He immediately went to the next room, and was shocked to find the safe standing wide open and its contents rifled. He gave the alarm to the whole household, but the burglar had fled, taking with him everything of value he could lay his hands upon. When the proprietor came to measure the extent of his losses he was dismayed to find that the burglar had taken \$4,648 in ready cash, mostly notes of small denominations, although there were one or two of \$100 each. Bills and securities to the value of \$21,360 has also disappeared, besides scrip for ten Hongkong Banking Corporation shares, the office chop, and various scrip.

It will be practically impossible to trace the bank-notes, but the securities should be recovered unless the burglar, finding that he cannot dispose of them without involving the risk of his own capture, should wantonly destroy that evidence of his crime. As for the promissory notes, they are of no use to anybody except the drawer, and it is not at all likely that the bank shares will be sold, certainly not on the local market at any rate.

As previously remarked the proprietor of Sui Hing says he has not the faintest suspicion that the burglar could be; he has no enemies that he is aware of, and it is unlikely, in his opinion, that a person would burglar a house merely to get back a promissory note. It is the cleverness and the cool manner of proceeding about the matter that will arouse attention, from all that can be seen, the burglar entered by a skylight on the roof of the house. He found his way to the basement, past dozen sleepers, and yet he must have had so lightly that he never even stirred the repose of the slumberers. Then he fitted a key into the lock of the safe, carefully selected what he wanted, and wandered away the same way as he had come. He had fingered the papers so gently that they do not seem to have rustled even, otherwise the three servants sleeping in the adjoining apartment, separated by a thin partition from the safe, would almost certainly have heard the noise. The fact that he had a key upon him, with which to manipulate the lock would seem to hint at some complicity, but Sui Hing scorns that notion.

It is stated that the bank does not usually keep such a large stock of money in the house, but on Saturday evening, after the sales of the day, several tradesmen brought their takings to the bank, with the result that the value of the money and securities totalled nearly a quarter of a million of dollars. Of that sum, it is possible that the burglar may manage to secure for himself \$5,000 or more, but the rest is valueless to him. The story reads like an amazing puzzle; the crime might have been committed by a somnambulist, for all the traces left behind. And the curious part of it is that nobody can even hint at a possible clue. The police were informed of the occurrence on Sunday forenoon, but up to the present time, not a vestige of the missing money has been seen or heard of. It is a mystery which will give the police authorities something to think about for some time to come.

HARBIN ARSENAL DESTROYED.

An expanded cablegram printed in Manila exchanges, and dated from San Francisco on 4th inst., states that a bomb explosion in a Russian arsenal at Harbin was the cause of a terrible disaster to the Russian arms. Seventy-five men, mostly soldiers, but some of them civilian employees of the ordnance department, were killed and great many others were wounded. The official explanation is that two workmen were filling the shell when through carelessness on their part it was exploded.

The concussion set off other shells and in an instant the entire contents of the arsenal, numbering millions of projectiles, went up in a solid column of flame and smoke, and a thundering detonation shook all Harbin. Houses were wrecked for many yards about the arsenal, people were thrown violently to the ground, and cavalrymen patrolling the streets of the town were unhorsed. Every one in the arsenal perished. The loss to the Russian army is a severe one, as the munitions destroyed were intended to be used by Linevitch's army, and it will be weeks before a new supply can be brought over the trans-Siberian railroad.

The following telegraphic information, dated the 2nd inst., has been received from the Sumatra Director and Manager of the *Matschappi tot. Min-Bosch-en-Landbouwexploita* in Langkat, Ed.—

Gallons.
Daily aggregate output of Crude Petroleum 87,000
Crude Petroleum in Tanks at date 360,000
Cases.
Kerosine made since the date of the preceding half-monthly telegram 87,000
Kerosine shipped since the date of the preceding half-monthly telegram 77,000
Kerosine in stock at Refinery at date 51,000

SOLDIER'S STRANGE DEATH.

ACCIDENTAL POISONING.

At the Magistracy this afternoon, Mr. F. A. Hazelton, sitting as Coroner, held the inquiry into the circumstances attending the death of one Usuf, a private in the 119th Mahratta, which occurred on the 27th ult. The following jurymen were empanelled: Messrs. Walter Daniel (Foreman), K. N. Mody, and Somer ville.

Shek Oto Ali said he belonged to the same 119th Mahratta regiment as deceased, who was a Mahomedan. On the night deceased died witness went to see him at 9 o'clock, to take a lesson in the scriptures as usual, and found him well and in good spirits, and he stayed about an hour. He never heard deceased say he was sick of life, and he never heard him threaten to take his life.

Mohammed Alimi, who was in the same company as the deceased, stated that on the night before deceased died he did not hear him complain of feeling ill, of having had any bad news, or of being tired of life. He was still in bed when witness got up the next morning. He did not know if deceased had got up in the middle of the night. He remembered deceased going to hospital, but did not know before he was taken there that he was ill. He was a married man and his wife was in India.

Shumai Khan, a private in the 119th regiment, stated that he slept in the same room as deceased. On the night of the 27th witness went to bed at 10 o'clock. Deceased was then sitting on his bed. He did not complain at all of being ill. At six o'clock next morning, deceased was still sleeping in his bed. At seven o'clock when he returned to the room he saw that the deceased was sick. He was then in the *dooly* ready to go to hospital, and was senseless. Witness saw him carried away to hospital.

Ahmed Ali Khan said deceased complained to him about half past five that he was feeling ill. He was there in his bed. Witness then went to fetch a *dooly* to take him to hospital. That was about six o'clock; when he returned with the *dooly*, deceased was sitting up but was not senseless, though he did not reply when spoken to. Witness felt his head and found he had fever. He was senseless when he was removed to hospital. Deceased did not go out that day at all.

Another Indian deposed that he was the Company cook, and on the 27th ult. witness cooked the evening meal for deceased, who, that night, only ate bread which witness made. He used the usual flour, and nothing else.

Captain W. Luke, of the Indian Medical Service, stated that he was medical officer in charge of the 119th Infantry. He saw the deceased first between seven and half-past seven on the morning of the 28th ult. The man was then senseless, and had slight fever, and was unconscious of any painful pressure. He did not respond when called upon. His pupils were widely dilated, and insensible to light. His skin was warm, and his organs apparently healthy, the heart beating forcibly, and there were no signs of any disease—such as enlarged glands, etc. In witness's opinion deceased died from poisoning from a vegetable alkaloid, such as *datura*. *Suicide* is rare among Mahomedans, and is uncommon in India generally. The religion of Mahomedans is against suicide.

His Worship shortly reviewed the evidence in his charge to the jury, and pointed out that what they had

TELEGRAMS.

[Reuters.]

Alleged Bonapartist Plot in France.

LONDON, 7th April.
A sensation has been caused in Paris by a seizure, in the suburbs of stores, military uniforms and cartridges, believed to be in connection with a Bonapartist plot to seize the President and Ministers, and overthrow the Republic. Two arrests, including a half-pay officer, have been made.

The Earthquake in India.

One hundred and forty Gurkhas were killed by the collapse of the stone barracks at Dharamsala and seventy-one are missing; up to the present it is known that sixteen English were also killed there.

Five hundred Gurkhas were killed at Dharamsala, and three missionaries perished in the ruins of the Mission House at Kangra.

France and Morocco.

M. Delcassé has made a brief statement in the Chamber explaining in carefully chosen phrases that France will continue to give advantageous advice to Morocco, as friends seeking to injure none, and will be ready to discuss any possible misunderstanding with any one.

The War in Manchuria.

General Kharkevitch reports that the Japanese have been forced to retire from Erdaheze to Sulu shu.

Russia.

8th April.
Several members of the Moscow Medical Congress have been arrested.

The Government.

Mr. Balfour, speaking at Leeds, said that the Government was resolved to remain in office as long as it possessed the confidence of the House.

[N. C. D. News.]

The Armada that is Coming.

Osaka, 3rd April.

The speed of the Baltic fleet shows a decrease of two knots since it left Madagascar, and the crews are in consequence much dispirited.

The Cost of the War to Russia.

Osaka, 3rd April.

According to the St. Petersburg Official Gazette the Russian losses since the outbreak of the war are 435,000 men, and the expense incurred is £200,000,000 sterling.

HONGKONG DOCKS.

WORK IN SIGHT.

Over a month ago the steamer *Pharsalia*, bound to Manila with a cargo of coal from Australia for Messrs. Castle Brothers Wolf and Sons, struck an uncharted rock in San Bernardino Straits, Philippine Islands, and an attempt is to be made to save the ship. It is understood that Capt. Garry has reached an agreement with Lloyds, the underwriters of the wrecked steamer, and was to leave for the scene of the wreck on Saturday with a crew and equipment to float the ship. The latter consists of five large pumps, the smallest one being 10 inches in diameter, two 14 inch and two 12 inch pumps, and a complete diving apparatus. Captain Chapman of the wrecked schooner *J. B. Leeds* will assist in the work and Mr. Benton, formerly second mate of the *Leeds* will do the diving. A crew of about thirty natives will go with the expedition. The terms of the contract are that Captain Garry will deliver the vessel in Hongkong for \$55,000 (gold) and if the attempt to save the *Pharsalia* is unsuccessful he is to bear all the costs without any payment for the work. An unsuccessful trial to raise the stranded vessel has already been made by a local wrecking firm. Some of the coal aboard the vessel was lightered, but a large portion still remains in the hold.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE V. R. C. SPORTS.

To the Editor of the "Hongkong Telegraph."
SIR.—With reference to the V. R. C. sports on Saturday, a very curious remark was passed by one of the members of the above Club, when the names of the children were being taken in the girls' race. It was stated that two-thirds of the children were ineligible to compete, because the race was meant for the children of members. Only Mr. Mitchell was approached and said that there was no definition in the programme as to who were or were not entitled to run. If the V. R. C. is going to confine the race to members' children only, why not specify in the programme and advertisement, so that there may be no misunderstanding on the subject.—I am, etc.,

PRO BONO PUBLICO.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory.

On the 10th at 12.5 p.m. the barometer has risen in K. Japan, and fallen over China and the Loochoos.

The area of high pressure has progressed Eastwards and is now lying over S. Japan, and a depression appears to be developing to the S. of the Loochoos.

Gradients are slight on the China coast, and moderate variable winds will probably prevail in the Formosa Channel and moderate N.E. winds over the N. part of the China Sea.

Forecast.—Moderate or light E. winds; fair.

THE CRUISER "SULLY."

Through the courtesy of the French Consul we learn that the salvage operations on the *Sully* are going along very satisfactorily, and given a continuance of fine weather, those in charge of the operations are very sanguine of her ultimately being floated off her present perch and towed safely to dock. Notwithstanding the length of time she has been on the rock she shows no sign of weakness anywhere, but is firm and steady, and all now depends practically upon the weather.

FANCY DRESS BALL.

ROYAL ENGINEERS EN PETE.

It was an exceedingly happy idea which induced the members and non-commissioned officers of the Royal Engineers stationed in Hongkong to give a "fancy dress ball," which took place in the Engineers' Theatre at Wellington Barracks on Friday night. There was a very large attendance at the ball, and from the variety of costumes represented, and the character of the roles assumed by the masquers, it was evident that no little interest had been aroused in the event. The theatre, which is none too large on ordinary occasions, was crowded to overflowing, and, indeed, dancing during the earlier part of the evening was carried on in what might be termed a congested area, but everybody was in the highest spirits, good-humour was bubbling over, so that what might have been considered by some an inconvenience became a source of fun and amusement. The friends of the non-commissioned officers turned up in full force, amongst those present being Captain and Mrs. Watkins, and Lieut. Clark, R.E. The arrangements were under the charge of Q. M. S. Saunders, R.E., president; Q. M. S. Hunt, R.E., secretary; and a committee including Company Sergeant Major Hobson, R.E., and Sergeant Woodruff, Army Pay Corps. When the dancing was in full swing, the scene was not only exceedingly animated, but it was decidedly picturesque. The sight of an alleged Yank dressed up in hayseed style pirouetting with one of the Romany tribe, or a Canadian scout "making up" to a Dutch frau would have charmed the heart of a Hogarth. There was an alleged British workman on the scene, and he carefully sustained the character by refusing to work at any price. Some of the Court dresses were exceptionally good. Among the ladies, those who represented the plays of all nations, the Scotch lassie, the Pierrot and various allegorical features such as Night, Winter, Folly and so forth, were complimented on the results of their taste. There was a large array of Indian dresses; the gallant Engineers being no doubt in a position to get the real thing from the Indian Troops across the way. As for Chinese representations, that character seemed to be remarkably popular, for there was a host of mandarins, literati, Chinese blue-jackets, and all the rest of it. The Chinese coolie, however, was remarkable by his absence. In the course of the evening a flash-light photograph was taken of the party and it is to be hoped that the brilliancy of the scene will be adequately brought out on the negative. The Engineers' band provided the music for the dancers and it was considerably after midnight before the gathering broke up. Refreshments were supplied at a buffet, and altogether the proceedings proved exceedingly enjoyable.

Among the characters represented at the ball were—Mrs. Hunt, pierrot; Mrs. Minion, Stars and Stripes; Miss Gidley, Greek maiden; Mrs. Thompson, flag of all nations; Mrs. Oxberry, Night; Mrs. Thomas, Winter; Mrs. Goldenberg, Folly; Miss Sheffield, an American girl; Mrs. McLeod, Scotch Lassie; Miss Edwards as Miss Moffatt in *Pantomime*; Mrs. Goss, Flags of all nations; Mrs. Germain, Little Red Riding Hood; Mrs. Webb a nurse with Baby; Mrs. McElvey, Flags of all nations; Mrs. Jacobs, Snake Charmer; Mrs. Frampton Queen of Black Diamonds; Mrs. Mitchell, nurse; Mrs. Kynoch (Kowloon) Night; Mrs. Smith, Eighteenth Century Lady; Mrs. Wilds, Mrs. Blagg, and Mrs. Simons, Irish girls; Mrs. Hill; French Peasant; Q. M. S. Hunt Chinese Sailor; P. Kohn, Alfi, Cavalleira Rusticana; Inspector Lawrence, Nabob; Mr. Tuckett, Rajah; Mr. Hylander, Chief; Mr. Ross, P.W.D., Highlander; Sergeant Hewitt, A.S.C. Jockey; Corporal Mann R.E., Q.M.S. Minion, R.E., Torpedo Gunner Wilkes H.M.S. *Albion* all as "beefeaters," Q. V.S. Saunders, Pierrot; Mr. Evans, Toreador, Mr. Donovan as Chirgwin or the White eyed Kaffir, Mr. Howarth, Prince of Burnley, Mr. Howell, Supreme Court, Chinese Mandarin, Mr. Hill, Barrister, Company Sergeant Major Holson, a British Workman; Mr. Huxley, H.M.S. *Centurion*, Black and White; Staff Sergeant Nose, R.E., a soldier off duty; Sergeant Major Jacobs; Albionian; Ex. Sergeant Major Smith, late R.G.A.; Clown Staff Sergeant Walstow, a Country Squire—Sergeant Major Whitehead, Chief; Company Sergeant Major Logan representing the H.K.C.; Staff Sergeant Thompson, Clown; Staff Sergeant and Mrs. Olive, Chinese Mandarin and Lady.

PRINCE ARISUGAWA

EXPECTED IN HONGKONG.

Prince and Princess Arisugawa and suite are expected to arrive from Shanghai by the Norddeutscher Lloyd steamer *Friedrich Heinrich* on their way to Germany. Their Highnesses are accompanied by Mr. Saito Totoro, Director of the Court Treasury, Mt. Ito Yukichi (son of Marquis Ito) Marshall of Court, Mr. Mario Kinsaku, Chamberlain to the Crown Prince of Japan, Captain Bawa Kinsaku, of the Japanese Navy, Major Hishida Kikujuro, Artillery, Mr. Minura Ishinose and Mrs. Hashimoto, Lady in Waiting. Prince Arisugawa is a cousin of the Mikado and at one time was adviser. He was educated in England and spent some time in the British navy. He now holds the rank of Admiral in the Japanese navy and it is said of him that he has had practical experience in almost all branches of his profession and has even acted as pilot.

SHIPPING JETSAM.

The *Kong Nam*, stranded on Mingan Island, is now pumped dry, and it is hoped at high tide to-morrow, she will be floated off and towed to dock. Since pumping her out her hold has remained free of water.

A raid has been made on the transport *Lizam* which recently arrived at Manila from Hongkong, and, as a result, goods to the value of \$1,000 (gold) were discovered on which no attempt had been made to pay the duty. The goods were seized and the matter is now under investigation. It is claimed that the goods were to be smuggled ashore.

THE RULE OF THE ROAD.

Before the Hon. Captain L. A. W. Barnes-Lawrence, R.N., Marine Magistrate, at the Marine Court this morning, P. C. Fred Norman charged Leung Yau, Master of the licensed steam launch *Ho Ping*, certificate No. 1,094, with unlawfully sailing to keep to his starboard side in the Southern Fairway, at 5.30 p.m. on the 6th inst. He was on duty in the Southern Fairway, and noticed the defendant in the steam launch *Ho Ping* steering west, close in shore abreast of Wing Lok Street. He continued on this course and then crossed the Fairway. Leung Yau said he had to cross there, but when with model he tried to explain why, it was shown that he had no excuse for not observing the rule of the road at sea, and he was accordingly fined \$3.

With a view to effecting a connection with various lines running between Formosa and the South China ports, and in compliance with the Japanese Government order, a Japanese steamship company have decided to start a regular line between Shanghai and Hongkong, via Foochow, Amoy, and Swatow. The steamers to be used on the service will be the *Triumph* and *Clara Jensen*, both chartered vessels, the latter of which, says the *N. C. D. News*, is due here from Hongkong on the 11th inst., and will sail from Shanghai about every ten days. This line may expect especially to be patronised by shippers to Formosa; as, with the establishment of the line, the inconvenience hitherto experienced in sending cargo via Japan is done away with. Another feature of the line will be the punctuality in departure from every port, this being necessary to meet the Government order. It may be added, that the Company's own excellent steamers will take the chartered vessels' places before long.

FOREIGN TRADE OF CHINA.

THE CURRENCY QUESTION.

The following is from the report of Mr. H. B. Morse, statistical secretary of the Imperial Maritime Customs, on the Foreign Trade of China for the Year 1904.

The war appears to have been of minor importance among the conditions affecting the trade of China during the year. A large area of production and consumption was cut off, and trade was hampered, to some extent by the action taken by the Chinese authorities in restraint of those who would have made of the Chinese ports bases of supply for one or other of the belligerents; otherwise, and at a distance from the seat of war, the direct effect was not clearly perceptible. Indirectly, of course, some effect was produced. The monetary stringency, existing since 1900 and well marked at the end of 1903, became more pronounced as the war went on, and must be held accountable for some, at least, of the stagnation prevalent during 1904; it is probable that it was a potent agency in restricting the export of Chinese produce, and thereby increasing the so-called "adverse balance of trade." Among Imports we find that textiles, a third of the whole, alone show no expansion, a fact due directly to the inflated cost of the raw material. These various causes have had their influence in producing the depression which characterised certainly the first nine months of the year, but among all other causes the fluctuations in exchange must not be lost sight of. Trade can adjust itself to a low exchange or to a high exchange, or even to a shifting exchange if the movement can be foreseen; but a state of things which introduces the element of gambling into the business of every day, which makes it impossible for a merchant to estimate the amount in one currency which will give him a profit in another, and which may even make it doubtful if a profit actually realised in one currency can be safely landed in another, all this increases the cost of trading by enforcing the wisdom of large margins, and by so much acts as a restraint on trade.

From the lowest point, 2s. 4d. in March 1903, exchange rose to 2s. 8d. in May, a difference of 12 per cent. in two months; June it fell 3 per cent., and rose again to 2s. 11d. in September, a jump of 13 per cent. in three months; in December it touched 2s. 8d., a fall of 10 per cent. in three months; in February it had mounted to 3s. 1d., a rise of 16 per cent. in two months; was down again to 2s. 8d. in April, a fall of 14 per cent. in two months; in three months was again up 9 per cent.; and after another decline, made a jump in the last two months of 8 per cent. In two years China saw a series of nine fluctuations between extreme points ranging from 3 to 16 per cent.; for each in the currencies in which Imports and Exports are handled wholesale. When we come to the collection of Exports and the distribution of Imports, we have still another series of exchanges between the wholesale currency, silver, and the currency of the people, copper. From the diagram it will be seen that copper also has appreciated in terms of silver in the course of 35 years, silver having in that time lost over 30 per cent. of its copper exchange value. In the course of every year there is also much fluctuation in the exchange between silver and copper, but by no means always synchronous or commensurate with the changing relations of gold and silver. We have here a double lever state of disturbed equilibrium. Every parcel of foreign products in its course from

the place of production to the ultimate consumer, and every lot of Chinese produce from the producer to the foreign market, are subject to bewildering series of exchange conversions in which each person who handles the goods is forced to allow a margin to cover all possible fluctuations, which, as we have seen, may amount to 16 per cent. within a period insufficient to carry the goods from their starting point to their ultimate destination. No trade can stand such a strain under conditions in which even the wise foresight which settles exchange in advance may involve the operator in a heavy loss; and it is high time that all interested in the prosperity of the trade of China—governments, banks, importers and exporters—used such influence as they possess to further stability of exchange.

Notwithstanding the evidence of the stagnation of trade, it is still true that China as a whole was in a prosperous condition during the year. In the North the crops were abundant. The unprecedented rains which visited Manchuria, impeding the movements of the belligerents and causing them much hardship brought to the cultivator a joy which was mitigated only by the difficulty he experienced in finding a cash market for his abundant crops. Chihli and Shantung were both favoured with good harvests, estimated at nine-tenths a possible "best"; and nothing but the general stringency of the money market, more marked at Tientsin than elsewhere, interfered with a generally good year for trade. It is stated, however, that Shantung bankers, who four years ago abandoned their plumed vaults and withdrew their available assets, will resume operations at Tientsin during the coming spring. In Shantung the railway to Chi-nan, 421 kilometres from Tsing-tau, was opened to traffic. From Sze-chuan alone are bad crops reported, and the ensuing destitution can only partially be relieved because of difficulty of transport. The wealthy Yangtze basin was free from the disturbances in itself, but in Kiangsi, some rioting and from Hang-chow some pilfering of boats being reported; and the harvests of the whole of the vast area were excellent, as good as in 1903—tonnage, even, sufficient to move the rice from Wu-hu, was wanting. The stringency in the Hankow money market became more pronounced toward the end of the year. From Hankow the railway to the north is open to traffic for 433 kilometres as far as Hsu-chou, and the road bed is ready to the Yellow River, in Fukien, too, a very good rice crop was harvested; but from the vicinity of Amoy come reports of devastating floods. From this province is heard the first audible note of distress—not local—due to the war, coming from the dealers in Tea and Timber, shut out from their northern market. Kwangtung suffered from deprivation of the Beancake needed to manure its fields, and the piracy in the Canton delta was rampant; the province as a whole was prosperous and the harvest abundant. The railway from Canton to Shamsui has been opened to traffic, a length of 20 miles (32 kilometres). In Kwangsi the disorders have been reduced, if not entirely suppressed, and here, too, the harvest was good. Yunnan reports the "harvesting of an exceptionally good crop of rice," and an abundance of coin circulating, introduced for railway construction. Finally, far away Yatung reports that the trade with Tibet was entirely disorganised by the operations of the British Expeditionary force, that a two years supply of both Imports and Exports is waiting to be moved, but that the necessary transport will not be available; from Yunnan and Sze-chuan come reports of increased trade with Tibet. On the whole, the conditions of trade were excellent and such as to overcome, except in the actual field of operations, the inevitably depressing effects of the war; and the maintenance and even increase of the values of the Import and Export trade are an indication of brilliant prospects for the coming year, assuming that no untoward conditions intervene to bring distress on the Empire.

The negotiation of the Commercial Treaties pursues its leisurely course. In 1902 was concluded the British Treaty, and those with Japan and the United States of America in 1903; to these has now to be added that with Portugal, signed in 1904, but not yet ratified. Two new Treaty ports were opened during the year—Kongmoon, in Kwangtung, on the 27th March, and Changsha, Hunan, on the 1st July. The total revenue of each treaty port is given as follows:—

Port.	Collection Hk Tls.
Newchwang	604,703.9.2.8
Chinwangtou	133,629.5.4.9
Tientsin	2,059,108.5.2.5
Chiefoo	731,201.1.3.3
Kiaochow	43,465.2.4.8
Chungking	501,118.9.3.1
Ichang	623,129.7.0.2
Shasi	19,376.6.0.7
Changsha	35,366.6.7.7
Yochow	59,390.4.8.2
Hankow	2,749,222.5.8.1
Kiukiang	743,128.5.0.7
Wuhu	943,867.5.0.8
Nanking	210,621.2.1.4
Chinkiang	1,201,002.3.1.8
Shanghai	10,323,433.5.3.5
Soochow	78,699.7.9.9
Hangchow	702,956.0.7.9
Ningpo	682,176.3.4.8
Wenchow	56,813.4.3.0
Santiao	139,623.3.6.1
Foochow	506,117.1.2.9
Amoy	836,429.5.0.2
Swatow	1,150,624.0.6.0
Canton	3,010,595.7.8.1
Lappa	385,628.7.9.5
Kongmoon	85,724.0.0.0
Samshui	173,378.7.4.4
Wuchow	532,770.1.5.4
Kiungchow	19,098.2.1.9
Pakhoi	134,885.2.1.4

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OUTWARDS.

FROM	STEAMERS	TO	DUE
GLASGOW and LIVERPOOL	"CHINGWO"	15th April.	
GLASGOW and LIVERPOOL	"TELEMACHUS"	17th April.	
GLASGOW and LIVERPOOL	"DIOMED"	21st April.	
GLASGOW and LIVERPOOL	"CALCHAS"	29th April.	
GLASGOW and LIVERPOOL	"MOYUNE"	1st May.	
GLASGOW and LIVERPOOL	"DEUCALION"	6th May.	
GLASGOW and LIVERPOOL	"KINTUCK"	6th May.	
GLASGOW and LIVERPOOL	"MENELAUS"	16th May.	
GLASGOW and LIVERPOOL	"NINGCHOW"	18th May.	

HOMEBWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"MACHAON"	11th April.
"GENOA, MARSEILLES & L'POOL	"ALCINOUS"	20th April.
AMSTERDAM, LONDON & ANTWERP	"KAISOW"	25th April.
"GENOA, MARSEILLES & L'POOL	"JASON"	9th May.
AMSTERDAM, LONDON & ANTWERP	"LAERTES"	20th May.
"GENOA, MARSEILLES & L'POOL	"DIOMED"	23rd May.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	6th June.
"GENOA, MARSEILLES & L'POOL	"DEUCALION"	20th June.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	20th June.

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VICTORIA, SEATTLE, TACOMA, and	"TELEMACHUS"	20th April.
ALL PACIFIC COAST PORTS, <i>vid</i>		
NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	21st May.

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CHINA NAVIGATION CO., LIMITED.

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SHANGHAI	"WOOSUNG"	13th "
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KOBE	"TSINAN"	25th "

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Steamship	Tons.	Captain	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 19th April, at 10 A.M.
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THE New Twin Screw Steel Steamers

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Leave Hongkong for Canton at 7p.m. every evening (Saturday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey \$4

Meals \$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

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Hongkong, 10th January, 1905.

[17]

HONGKONG-MACAO LINE.

S.S. "WING CHAI",

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on

Week Days, at 8 A.M. and on Sundays at 3.30 P.M.

FARES—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 30 cents; Return, 50 cents; Steerage, to cents.

TIFFIN and DINNER will be supplied by the Captain or Board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$1.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & CO., and Floor, No. 16, Victoria Street

Hongkong, 5th November, 1904.

[14]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
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THE Company's Steamship

"LAISANG,"

Capt. P. M. Lake, will be despatched as above,

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For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

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Hongkong, 10th April, 1905.

[43]

NAVIGAZIONE GENERALE ITALIANA,
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STEAM FOR

BOMBAY VIA SINGAPORE AND

PENANG.

Having connection with Company's Mail

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Shipping.

Arrived
Suevia, Ger. s.s., 2,662, Knaisel, 8th April.—Shanghai 6th April, Gen.—H. A. L.
Chiuyen, Ch. s.s., 1,777, C. Stewart, 8th April.—Shanghai 5th April, Gen.—C. M. S. N. Co.
Bangkok, Ger. s.s., 1,237, F. Burche, 8th April.—Bangkok 31st Mar., Gen.—M. & Co.
Tjilatjap, Dut. s.s., 5,000, H. Koops, 9th April.—Macassar 2nd April, Gen.—J. C. J. L.
Woosung, Br. s.s., 1,109, Dawson, 9th April.—Shanghai 5th April, Gen.—B. & S.
Rajaburi, Ger. s.s., 1,180, G. Wendig, 9th April.—Bangkok 31st Mar., Gen.—B. & S.
Karoon, Br. s.s., 1,343, Simpson, 9th April.—Cardiff 15th Feb., Gen.—D. & Co., Ltd.
Bredi, Nor. s.s., 645, J. Falkinian, 9th April.—Sarang 3rd April, Rice and Flour.—Order, Siberia, Am. s.s., 5,655, J. T. Smith, 10th April.—San Francisco 3rd Mar., and Manila 8th April, Mails and Gen.—P. M. S. Co.
Machacon, Br. s.s., 4,276, G. W. Long, 10th April.—Shanghai 7th April, Gen.—B. & S.
Levinox, Br. s.s., 2,361, F. McNair, 10th April.—Karsau (Japan) 31st Mar., Coal.—D. & Co., Ltd.
Laeris, Br. s.s., 2,904, H. Hubara, 10th April.—Singapore 3rd April, Gen.—B. & S.

Clearances at the Harbour Office.

Ilha Verde, for Macao.

Suevia, for Singapore.

Kwangtze, for Shanghai.

Atta, for Canton.

Yinkung, for Canton.

Kohichang, for Bangkok.

Prins Waldemar, for Kobe.

Tak On, for Canton.

Tak Hing, for West River.

Kwonechow, for Canton.

Chiuyen, for Canton.

Hand, for Haiphong.

Woosung, for Canton.

Dagney, for Nagasaki.

Wadon, for Nagasaki.

Haining, for Shuau-utung.

Wingchau, for Macao.

Departure.

April 9.

Australian, for Australian Ports.

Samson, for Swatow.

Frith-Is., for Swatow.

Hall, for Hoilow.

Giangbei, for Amoy.

Kohichang, for Bangkok.

Suevia, Br. cruiser, for Singapore.

Iphigenia, Br. cruiser, for Singapore.

April 10.

Rambler, Br. surveying-ship, for Singapore.

Hand, for Haiphong.

Kwangtze, for Shanghai.

Chiuyen, for Canton.

Woosung, for Canton.

Passengers arrived.

Par Woosung, from Shanghai—Messrs.

William, Tucker and Redly.

Per Shetra, from San Francisco, &c.—Mr.

Chas. W. Berthold, Misses L. Leslie, Hays,

Messrs. C. S. Benedict, C. S. Scott, Mrs. M.

Seely, Mr. R. L. Redfield, Mrs. E. C. Atkinson,

Mrs. C. E. Gates, Mr. and Mrs. Wm. White,

Mr. and Mrs. R. G. Bryant, Mr. Wm. R.

Blaschyd, Mr. and Mrs. J. C. Muerman, Mr.

and Mrs. Geo. E. Seybold, Messrs. C. L.

Howard, W. J. Scruton, Mr. and Mrs. E. M.

Sollers, Mrs. Jas. F. Smith, Messrs. Chas. H.

Squire, H. F. Hawley, Mrs. J. M. Wheate,

Messrs. Stanley Wheate, J. A. McReynolds,

Wm. R. Bishop, E. W. Oliver, A. S. Ward,

Miss N. L. Hunter, Messrs. Jas. W. Dilley,

Walter Dilley, Sheldon Dilley, J. Cruz Herrera,

Col. Geo. Barnett, Mr. and Mrs. L. J. Camp-

bell, Capt. W. A. Turside, Mr. W. H. East-

man, Mr. and Mrs. Geo. E. Osborn, Mr. and

Mrs. S. Nakamura, infant and servant, Messrs.

J. F. Hart, W. B. Wherry, W. H. Hiltz, J. H.

Finigan, E. M. Wilcox, W. A. Lamont, F. T.

Robson, H. J. Andrews, W. W. Wherry, Lieut.

and Mrs. C. E. Koerner, Mr. and Mrs. F. W.

Marston, Mr. S. Pfeifer, Mr. and Mrs. Wm.

Bowie, Messrs. P. A. Staples, J. H. Siefer, F.

S. Jewett, L. M. McDermott, Lieut. J. F. Hall,

U.S.A., Mr. Jas. Hooper, Miss Brusqueen,

Mr. C. A. Hatchif, Dr. R. Lopez, Miss F.

Lopez, Major H. G. S. S. Lieut. S. O. Fuqua

and W. S. Merry, Misses A. Dunlap, Karcher,

Mr. and Mrs. Karcher, Miss C. W. Park, Messrs.

A. T. McNab, W. A. Daland, Mr. and Mrs.

Henry Wiss, Mr. and Mrs. G. E. Garbutt, Miss

M. Webb, Mr. W. S. Hughes, 1888, Misses

P. P. Park, M. A. Farcelli, Mr. Jas. L. Hunter,

Mr. and Mrs. William Hunter, Messrs. David

Hunter, John Hunter, Miss Hunter, Messrs. M.

A. Clark, Y. Nakamura, Mrs. Clark, Mr. E.

Peterson, Mrs. Nakamura, Mr. J. H. Pritt, and

187 Chinese.

Per Lasles, from Singapore—258 Chinese.

Per Bangkok, from Bangkok—Messrs. Hoff-

mann and Wilkinson.

Per Chiuyen, from Shanghai—Capt. Swing-

ton, Messrs. Ankior, Schmidt, and 102 Chi-

pines.

Per Yuenlong, from Manilla—Mr. and Mrs.

Marti, Misses K. and E. Gueblich, Messrs.

Gueblich, Gambell, McMillan, Kohler,

Wilets, Lyton, Mr. and Mrs. Westcott, De

Souza, Ripado, Walker, Rocha, Fernandez,

Barros, Briggs, Flaherty, Martin, David

Williams and Chas. Smith.

Shipping Report.

Str. Laeris from Singapore—Fresh NE.

monsoon.

Str. Bangkok from Bangkok—Bad weather,

rough sea.

Str. Shawmut from Manilla—Moderate NE.

winds and fine.

Str. Chiuyen from Shanghai—Light to fresh

winds and clear.

Str. Rajaburi from Bangkok—Strong NW,

rough WNW. swell.

Str. Machacon from Shanghai—Heavy rains,

NE. winds and variable.

Str. Yuenlong from Manilla—Moderate winds

ENE, moderate sea, cloudy weather.

Str. Woosung from Shanghai—Fine weather

throughout off Pataekia. On 6th inst. a four-

masted bark on beam ends being towed up by

a tramp steamer.

Vessels in Port.

STAMMERS.

Andrea Rickmers, Ger. s.s., 1,010, H. Kohn,

5th April—Bangkok 29th April, Rice and

Wood—M. & Co., Ltd.

Atrato Apur, Br. s.s., 2,931, E. Fey, 9th

Feb.—Calcutta via Ponang and Singapore

3rd Feb., Gen.—D. S. & Co., Ltd.

Achenarden, Br. s.s., 2,256, Crowder, 30th

Mar.—Kuching 25th Mar., Coal—M. B.

K.

Bourbon, Fr. s.s., 997, Sisco, 6th April.—Saigon 11th April, Vice—Man Pat.

Carri, Ital. s.s., 2,717, G. Belisio, 6th April.—Singapore 30th Mar., Gen.—C. & Co.

Dagny, Nor. s.s., 289, Otemanssen, 2nd April.—Penang 9th April, Feb., Coal—Angaard & Thorson Co.

Elisabeth Rickmers, Ger. s.s., 997, G. Göttsche, 7th April.—Bangkok 31st Mar., Rice and Wood—B. & S.

Germania, Ger. s.s., 1,000, H. Flügel, 26th Mar.—Sydney via Marshall and Mariana Island 6th Feb.; Copra—S. & Co.

Haiching, Br. s.s., 1,207, A. E. Hudgings, 8th April.—Foochow via Amoy and Swatow 4th April.—Tak Hing, 2nd April, Gen.—D. L. & Co.

Kaiyong, Br. s.s., 1,200, F. Finlayson, 7th April.—Cebu and Ilolo 3rd April, Gen.—B. & S.

Klog Robert, Br. s.s., 2,516, R. M. Saunders, 2nd April.—Kuching 26th Mar., Coal—M. B. K.

Frederick, Mr. Wilhemshafen, Herbertshof, Matupi, Brisbane, Sydney and Melbourne—Per Prince Willemmar, 2nd May, 10 A.M.

VISITORS AT THE HOTELS.

HONGKONG.

Aitken, Mrs. Lewis, A. R. Barnes, P. T. Lombard, J. Bingham, Mr. and Mrs. Mrs. L. F. Mackie, H. B. Birbeck, R. J. Mackab, A. T. Bissell, W. S. Marshall, A. F. Marshall, F. B. Boggan, Mr. and Mrs. Marion, Mr. and Mrs. and infant F. W. Bonner, E. A. McRae, T. F. Bonnet, F. Merry, W. T. Bonnard, M. Mesker, Mr. and Mrs. F. T. Bonnold, G. Miller, P. L. Broughall, L. Moir, R. N. Mrs. W. W. Moon, Mr. and Mrs. E. K. Newington, G. Bryant, Mr. and Mrs. Oliver, E. W. Oliver, Mr. and Mrs. Campbell, Mr. and Mrs. G. S. Parfitt, W. T. Clark, Hon. Dr. Francis Clark, T. Clark, W. G. Clarke, Mr. and Mrs. Petersen, E. M. Cunningham, G. and 2 maids Pocklington, Miss Daland, W. A. Pocklington, Miss Davies, F. O. Ponflos, W. H. Davies, Mr. and Mrs. L. F. Potts, W. H. Davies, Mrs. J. T. Rannay, Mrs. F. O. Douglas, Capt. and Mrs. J. Roach, Mrs. J. S. and Downing, Mrs. and Mrs. T. C. Easton, W. F. Robson, F. T. Edwards, G. H. Emerson, A. Felvis, C. P. Field, Mrs. A. E. Fisher, H. G. Fravis, Master Fucum, S. O. Glenloch, Singapore, P. O. Co. Poona, Singapore, P. O. Co. Mongolia, Japan, P. M. Co. April 15 Nanking, Singapore, P. M. & Co. April 17 Numanian, Portland, P. & A. Co. April 18 Pydeus, Moji, B. & S. April 23 Claverburn, New York, S. T. & Co. April 25 Avabia, Portland, P. & A. Co. May 3

Steamers Expected.

Vessels From Agents Due

Emp. of India, Shanghai, C. P. R. Co. April 12 Prinz Heinrich, Shanghai, M. & Cr. April 11 Preussen, Singapore, M. & Co. April 12 Forrest Hall, Br. ship, 1,991, P. A. Logan, 14th Jan.—New York 7th Aug., 1904. Petroleum—S. O. Co.

S. P. Hitchcock, Am. ship, 2,086, E. V. Gates, 2nd Mar.—from New York, Oil and Wax—S. O. Co.

Hongkong & Whampoa Dock Returns.

U.S.S. Dale, at Kowloon Dock

U.S.S. Decatur, " "

Erna, " "

H.M.S. Andromeda, " "

U.S.S. Wisconsin, " "

Kinshao, " "

H.M.S. Fame, " Cosmopolitan

Kohichang, " "

Post Office.

4 Mail will close for—

Macao—Per Wingchau, 11th April, 7.30 A.M.

Canton—Per Hankow, 11th April, 7.30 A.M.

Bangkok—Per Andree Rickmers, 11th April, 9 A.M.

Swatow and Saigon—Per Bourbon, 11th April, 9 A.M.

Kobe and Yokohama—Per Prince Waldemar, 11th April, 9 A.M.

Macao—Per Heungshan, 11th April, 1.15 P.M.

Singapore, Penang and Calcutta—Per Latang, 11th April, 2 P.M.

Manila—Per Tansing, 11th April, 3 P.M.

Kobe—Per Mathilda, 11th April, 3 P.M.

Amoy and Manila—Per Yuenlong, 11th April, 4 P.M.

Swatow, Singapore and Penang—Per Pit-saikow, 11th April, 5 P.M.

Namtau—Per Tatchau, 11th April, 5 P.M.

Sanbue—Per Hot Fu, 11th April, 5 P.M.

Canton—Per Faishan, 11th April, 5 P.M.

Kongmoon, Kunchuk and Kaukong—Per Hongkong, 11th April, 5 P.M.

Macao—Per Wingchau, 12th April, 7.30 A.M.

Canton—Per Honam, 12th April, 7.30 A.M.

Singapore, Penang and Bombay—Per Capri, 12th April, 10 A.M.

Swatow, Amoy and Foochow—Per Haiching, 12th April, 10 A.M.

Europe, &c., India, via Tunicor, Per Prinz Heinrich, 12th April, 11 A.M.

Singapore, Penang and Calcutta—Per Latang, 12th April, 2 P.M.

Canton—Per Powan, 12th April, 5 P.M.

Namtau—Per Tatchau, 12th April, 5 P.M.

Sanbue—Per Hot Fu, 12th April, 5 P.M.

Macao—Per Wingchau, 13th April, 7.30 A.M.

Kongmoon, Kunchuk and Kaukong—Per Tak Hing, 12th April, 5 P.M.

Canton—Per Hankow, 12th April, 7.30 A.M.

Shanghai—Per Woosung, 13th April, 3 P.M.

Shanghai—Per Hangchow, 17th April, 3 P.M.

Kongmoon, Kunchuk and Kaukong—Per Sonai, 13th April, 3 P.M.

C

Mails.

**MESSAGERIES
MARITIMES**
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TONKIN."

Captain Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 18th April, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. ARMAND BEHIC ... 2nd May.

S.S. DUMBEA ... 16th May.

S.S. ERNEST SIMONS ... 30th May.

G. DE CHAMPEAUX,
Agent.

Hongkong, 6th April, 1905. [7]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERICAN
and SOUTH AFRICAN PORTS.)

T HE Steamship

"SIMLA."

Captain F. R. Summers, carrying His Majesty's Mail, will be despatched from this for HOM BAY, on SATURDAY, the 22nd April, 1905, taking Passengers and Carr. for the 12,000 tons in connection with the Company's S.S. "Moldavia," 9,500 tons from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamers proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Macedonia," due in London on the 4th June.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,
Acting Superintendent,
Hongkong, 8th April, 1905. [12]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Shawmut	9,606	E. V. Roberts	At April 13
Tremont	9,606	T. W. Garlick	At April 13
Lyra	4,417	G. V. Williams	May 15

1 cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamer for Manila.

Tremont ... 9,606, T. W. Garlick, At April 13

Lyra ... 4,417 G. V. Williams, May 15

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per Bag 250 lbs. net ex Factory.
SHEWAN, TOMEY & CO.,
General Managers.
Hongkong, 7th March, 1905. [50]

TUBORG BEER.

A FIRST Class PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

Price \$1.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.
Hongkong, 10th January, 1905. [57]

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS
OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES,
CHIMNEYS,
GLOBES,
SHADES, &c.,
for
GASOLINE AND GAS
LAMPS
at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54]

48, DR. VIEUX ROAD.

S HIPS Coated from alongside at the shortest
notice, and with all possible despatch.

Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904. [61]

To Let.

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.

No. 1, RIPPON TERRACE.
FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).
DOCKS, WHARVES & GODDOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 30th March, 1905. [69]

TO LET.

N. O. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 26th March, 1904. [70]

TO LET.

SIX FIRST-CLASS EUROPEAN
HOUSES in Observatory Road, Tsim
Tsin Tsui, Kowloon. Each with five spacious
well-ventilated living rooms, two bath rooms,
kitchen, garden, tennis courts, servants' quarters,
water, gas, electric lights and bells.
Moderate Rental. Possession on or about
1st April, 1905.

Apply to—
ARRATOON V. APCAR & CO.,
45, Wyndham Street.

Hongkong, 6th January, 1905. [306]

FURNITURE WAREHOUSE.

LI KWONG LOONG, 李廣隆

CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STORE
at

No. 15, DES VIEUX ROAD CENTRAL.
The only shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in my design required.

Has been patronised by the Hongkong Club,
Hongkong Hotel, Messrs. A. S. Watson & Co.,
Ltd., Joint Telegraphs Co., and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.

Messrs. A. S. Watson & Co., Ltd. write as
follows:—

"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satis-
faction."

(Sd.) A. S. WATSON & CO., LTD.
ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 23rd February, 1905. [64]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given in the "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER RFSERVE.	LAST REPORT AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$8,000,000 \$350,000 \$175,333 \$191,973	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11/9/16=\$25.00 for second half-year 1904	1 1/2 %	\$775 (\$London £80 \$36 buyers)
National Bank of China, Limited	99,925	\$7	\$7	\$1,400,000 \$1,200,000 \$150,000 \$151,992 \$162,366 \$371,445	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	\$285 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,200,000 \$150,000 \$151,992 \$162,366 \$371,445	\$150,494	\$17 for 1903	6 1/2 %	\$285 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$1,400,000 \$1,200,000 \$150,000 \$151,992 \$162,366 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904	7 1/2 %	\$58
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 800,000	Tls. 217,119	Final of 10/- making \$1 for 1903	8 %	Tls. 95 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,250,000 \$1,200,000 \$150,000 \$151,992 \$162,366 \$371,445	\$2,078,997	\$35 for 1903	5 %	\$700 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,250,000 \$1,200,000 \$150,000 \$151,992 \$162,366 \$371,445	\$486,284	\$12 for 1902	7 %	\$170 buyers
Fire Insurances.								
China Fire Insurance Company, Limited	20,000	\$100	\$70	\$1,250,000 \$1,200,000 \$150,000 \$151,992 \$162,366	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 %	\$86 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,000	\$360,372	\$34 for 1903	11 %	\$307
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000	\$8,832	\$1 for 1904	5 %	\$21 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$8,500 \$85,419	Nil.	\$2 for year ended 30.6.1904	5 1/2 %	\$35 sales
Hainlong, Canton & Macao Steamboat Co., Ltd.	50,000	\$15	\$15	\$600,000 \$158,444	\$26,160	\$1 for second half-year 1904	9 1/2 %	\$26
Indo-China Steam Navigation Company, Limited	60,000	\$10	\$10	\$100,000	\$5,853	10/- for 1903 @ 1/10 5/16=\$5,378	4 1/2 %	\$121 buyers
Shanghai Tug and Lighter Company, Limited	20,000	Tls. 50	Tls. 50	\$100,000	Tls. 43,762	Tls. 21 final making Tls. 48 for 1904	9 %	Tls. 51 buyers
Do. (Preference)	100,000	\$1	\$1	\$100,000	Tls. 43,762	Tls. 21 final making Tls. 48 for 1904	9 %	Tls. 47 buyers
Shell Transport and Trading Company, Limited	20,000	\$10	\$10	\$100,000	\$58,852	Interim of 1/- (Coupon No. 5) for 1904	5 %	21/4 sales
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$100,000	\$1,287	{ \$0.90 & \$0.20 cts. } for year ending 30.4.04	44 %	\$273 buyers \$284 buyers</